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THE SITUATION.

Senator McPherson, who, with Senator Morrill, formed a sub-committee of the Senate to investigate the trade relations between Canada and the United States, has made a separate report. He early discovered that the object of his colleague was to get evidence that would seem to prove that Canada paid all the duties under the McKinley tariff. He quotes the custom house figures for 1891 to show that the new tariff has injured the United States more than Canada; the imports from Canada having decreased \$107,177 during the year, while the exports decreased \$1,470,896. The imports of Canadian butter increased from 54,900 pounds, in 1890, to 351,391 in 1891, an increase of 700 per cent. in the first year of the McKinley tariff. M. H. Carr, one of the witnesses interrogated, says that his firm purchased largely of Canadian butter, paying 15c. per pound, and that in all cases they paid the duty and charged it to their customers. The price of Canadian barley, he says, has increased 14 cents per bushel. New Englanders, he points out, have to pay \$1 a ton freight on Pennsylvania coal, because they practically debarred the right to use the coal of Nova Scotia. Verily Americans have no more reason than Canadians to be in love with the McKinley tariff.

A sudden stop was put to the negotiations which Canada was carrying on with the United States on the subject of canal tolls, by the resignation of Mr. Blaine, by whom the negotiations were being conducted, on the American side. This incident will cause delay and probably prevent much being done in the way of negotiation during the remainder of Mr. Harrison's term of office. Both the President and the ex-Secretary of State are candidates for the Presidency; and this explains much that has hitherto been mysterious. Each candidate has been trying to cry louder than the other that he was not a candi-

date; but the eagerness of both to get the nomination could be seen by reading between the lines. The relations of Canada to the Republic are independent of the result, whatever it may be; we have nothing to gain by the selection or the rejection of either. Both are probably pretty well agreed on the question of reciprocity with Canada; all that seems certain is that the President was jealous that Blaine should conduct the negotiations. This conclusion is fairly deducible from the desire of Blaine that previous negotiations with Canada should be informal; which we take to mean that though the President had not authorized them, Blaine was anxious to learn what could be done. Blaine's resignation is of course in no way connected with the canal tolls negotiation. The sole cause of it is that he wanted to be free to be presented as a candidate for the Presidency, without the risk of open collision with his chief.]

According to Mr. Foster, as reported by a New York Times interviewer, the conference which he went to Washington with Mr. Bowell to take part in, was to be "practically a continuance of the one held last February, in which Sir John Thompson participated." The object of that conference, he added, was "a full discussion of treaty negotiations, the intention being to look to the whole question," which embraced transportation in bond, the Atlantic fisheries and the alleged canal tolls discrimination. It was thought that the discussion would take three days; but after the first interview the resignation of Mr. Blaine interrupted it. The Times reporter states on his own account that the conference of February "was unable to arrive at conclusions on all points, because of the press of business on all concerned, both here and at Ottawa." Though a basis of trade reciprocity could not be found, the other questions mentioned required adjustment. The chances are that, owing to the pressure and exigencies of the presidential election, the question will have to wait. At this last interview nothing but the question of canal tolls was discussed. The Canadian delegation returned home.

Some restriction upon emigration, it is now believed, will be put by Great Britain. No less than 400,000 aliens are said to have landed in Great Britain last year. The danger that is felt is that the immigrants will not be able to support themselves. The legislation, which is said to be in course of being formulated by the Government, is reported to be likely to rest largely on American precedents. It is believed that persons unable to support themselves will be excluded and that some security that immigrants will be self-supporting will be taken. No bill of the kind can be enacted before the dissolution, which means that another year will pass before the proposed alterations can be made. The burthen of helpless poverty is likely, before long, to be thrown back on the countries in which it originates.

Once more the story comes from London that the capital to complete the railway from Winnipeg to Hudson's Bay has been

found. Considering the number of false announcements to the same effect previously made, it is only reasonable to wait till certainty comes regarding this latest statement. It may be taken for granted that the Hudson Bay route will sooner or later be tried, and this will not be possible till there is railway communication with this misnamed northern sea. The route will, at first, be experimental, and a few years will test its value. Once success is assured, a second line of railway to Hudson's Bay will not be long in coming; and when it does come it will connect Ontario, from Toronto, directly with this route. But we may well be content to let others enjoy the honors of the experiment. Of course the whole Dominion is interested in the scheme, and it has done its share by aiding the Manitoba enterprise. The Ontario enterprise, actually begun, would be justified as far as it is gone, even if the Hudson's Bay navigation, to which it may become auxiliary, should ultimately fail; the road is necessary, in any case, as a means of access to northern Ontario.

Just at the time when the central organ of the Imperial Federationists is engaged in framing a scheme for the realization of the idea on which the organization is founded, it looks untimely for the St. John, N.B., branch to be discussing little schemes of its own. They discussed the plan by which Sir Charles Tupper has already settled how each colony will send a representative to England, and of these representatives Sir Charles will be one. Sir Charles, it need not be denied, is capable enough to perform the work, though he is not the most discreet of all possible agents. But this suggestion made by Sir Charles is an old one; a brand new scheme is now on the anvil, and it is futile to interpose local notions at this stage of the business. The business of the hour is to wait for the report of the committee appointed to draft a plan. But there are people who are too impetuous to wait, who ruin every cause they espouse by being unable to sit still when inactivity is the true policy.

Some time ago, the question was whether frozen fish, imported from Canada, was liable to duty in the United States, under the McKinley tariff. Collector Hopkins, of Detroit, charged duty on such fish at the rate of three quarters of a cent a lb., and the Treasury Department at Washington has now sanctioned his action as legal. The fishing company, it is represented, is made to wear an American aspect, while it is in reality Canadian. But if Americans had been alone concerned, how would that have given them a right to import fish free of duty from a foreign country? If this were possible on the upper lakes, it would be possible on the Atlantic, and all the fish the United States requires to import could be got in free. But the argument proceeds upon the ground that if the whole enterprise had been carried on by Americans, if the apparatus employed had been owned by them and the labor of Americans only used, the fish would have been duty free. But the ownership by American citizens of the apparatus used is declared by the